WORKSHOP NOTICE

The Illinois Commerce Commission (ICC) invites stakeholders to participate in a series of informal workshops to further discuss the grid-impact of electric vehicles in Illinois. The first workshop will be held via Webex on September 9, 2021 from 10 am to 3 pm (with a break from noon to 1 pm) and the Webex information will be provided closer to the workshop date. The tentative date for the second workshop is October 7, 2021 but this date is subject to input at the conclusion of the September 9 workshop.

In August 2020, the Commission initiated a Notice of Inquiry to obtain information on the impact of electricity rate design on transportation electrification, infrastructure adoption, and beneficial electrification and specific rate designs that could and should be adopted to ensure Illinois electricity rates do not impose barriers to adoption and deployment. The Commission also sought to identify the impact of such rate designs on electric service and, consequently, electric service affordability.

A large number of parties submitted initial and reply comments and a March 2021 summary report was prepared by Commission Staff, which can be found at https://www.icc.illinois.gov/notice-of-inquiry/20-noi-03.

Given that Docket No. 20-0710 (Ameren Illinois' Rider Electric Vehicle Charging Program) was pending before the Commission, Staff recommended to await the outcome of the Commission's order in that proceeding before taking next steps, as all parties can benefit from learning and understanding the Commission's decisions in that Docket. Staff further recommended that after a Commission Order is issued in Docket No. 20-0710, public electric rate design workshops be commenced to address on a more granular level the following rate design items: (1) the proposed time-of-use rate design variants raised in the NOI; (2) electric *delivery service* time-of-use rates; (3) demand charge mitigation and/or restructuring options; and (4) EV-only rates for residential and commercial customers.

Staff also suggested that topics to be addressed include supplemental line extension costs for EV charging station deployment, separate EV charging station metering feasibility and costs, and rate affordability impacts---in particular for low to moderate income customers--- of any cost socialization of EV measures. Staff hopes that these collaborative workshops will provide the impetus for electric utility tariff filings or for proposed rulemaking filings with the Commission.

While parties are welcome to propose additional items for discussion at the first workshop or at future workshops, the parties attending the workshop are encouraged to discuss the following topics:

1. *Rates*
    a. **EV TOU rates:** What degree of price differentiation between peak and off-peak EV TOU rates has worked elsewhere to incentivize off-peak charging? If peak and off-peak wholesale rate or distribution costs differences are small, should differentiation between peak and off-peak rates be exaggerated and, if so, why?
    b. **Whole-home TOU vs. EV-specific TOU:** Do whole-home TOU rates, even when targeted at EV owners, discourage EV adoption?

c. **EV sub-metering equipment:** Are there models for using anything other than secondary utility meters to allow for EV-only TOU rates, and, if so, is the technology reliable enough to be used, at least potentially as part of a pilot program?
d. **Off-peak demand spike:** If customers on an EV-TOU rate use timers to schedule charging to coincide with the start of off-peak time, is there a way to mitigate/smooth the sudden demand speak? Alternatively, is there a way to create incentives in rate design or through charging technology that mitigate/smooth sudden demand peaks?
e. **Demand charges for commercial/industrial EV fleets:** If demand charges disincentivize commercial/industrial users form transitioning their vehicle fleets to EVs, is there a way to mitigate this, perhaps using separate EV metering and separate rate structures?
f. **Residential delivery charges:** Are EV delivery charges for residential and small commercial customers an effective way of deterring on-peak charging? Are these charges an effective way of charging EV customers for additional grid upgrades in order to avoid cost shifting?
g. **Public charging station rates:** Should Illinois provide for public charging rate design? What public charging station rate designs have been proposed in other jurisdictions? What should be considered in designing this rate?
h. **Pass-through rates:** Are mandatory pass-through TOU rates an appropriate requirement for office and multi-unit dwelling EV charging stations?
i. **Demand charge holidays for DCFCs**: If demand charge holidays are used, are demand charge holidays for DCFCs best implemented on a fixed calendar schedule or are they better provided over a time frame that commences when the DCFC begins taking service? Conversely, could having DCFC on varying levels of demand holidays within a single service territory cause distortion in DCFC pricing that would lead to some stations being more competitive than others?

2. *Legal constraints*
   a. **Utility ownership of EV Supply Equipment (EVSE):** Are utilities legally allowed to own and/or operate EVSE in Illinois? If so, how should the associated costs be recovered?
   b. **Utility make-ready work:** When should utilities do make -ready work for EV charging stations and how should the associated costs be recovered?
   c. **Metering requirements:** Similar to the question from the rate section: Are utilities legally allowed to meter electricity use using anything other than a utility meter (e.g. integrated EVSE smart meters, disaggregation software, etc.)?
   d. **Installation & Deployment Constraints:** what local, regional or state building codes, permitting processes, laws or other rules and regulations present constraints in EVSE installation and deployment? What coordination efforts between governments and/or agencies are there in other jurisdictions or what are best practices?
   e. **EVSE Deployment:** what information or data would be helpful to utilities, commissions and other state agencies in understanding deployment rate and planning? Are there examples in other jurisdictions?
   f. **EV charging station installer certification**: Should installers certified by the ICC report installation of EVSE to the incumbent utility? What companies, organizations and/or government entities are in the best position to provide information that would assist in understanding EVSE deployment, deployment rates and in advancing grid investment planning? What legal considerations are important?

3. *EVSE + infrastructure*
    a. **EVSE + make-ready + utility-side infrastructure rebates:** Which EV charging use-cases are the most compelling for allowing utility rebates for EVSE/make-ready/utility-side infrastructure and how should associated costs be recovered?
    b. Utility-owned EVSE + infrastructure:
        i. Which EV charging use-cases are the most compelling for utility ownership/operation of EVSE?
        ii. Is there evidence from other states that utility-owned charging stations would generate enough revenue to cover their costs, thereby mitigating impacts on rates? Does this vary by type of charging station (e.g. L2 vs. DCFC), location of deployment or other factors?
        iii. Are there models for allowing utilities to own/operate EVSE that do not involve allowing utilities to socialize the costs of such facilities but rather recoup costs only through customers of such facilities?
    c. Other Incentives & Programs: what other incentives and programs could encourage EV adoption and otherwise incent customers? (e.g. rebates for EVSE, rebates for EVSE installation, rebates for enrollment in dynamic rate design, staggered rebate amounts accounting for low to moderate income customers)

4. *Low-income EV adoption*
    a. **EV rates for low-income ratepayers & third-shift workers:** What are the most effective ways to accommodate low-income and third-shift workers? Are those groups better off to not adopt TOU rates and instead charge their EV on non-TOU rates?
    b. **Encouraging adoption:** What best practices exist that address low to moderate income EV adoption?
    c. **Other opportunities:** Are there other opportunities that can provide direct and indirect benefits to low income, rural, environmental justice and environmentally burdened communities? (e.g. public transit electrification; corridor charging)

5. *EVs as DERs*
    a. **V2X & Order 2222:** What steps can the ICC, utilities, the Governor, and/or the General Assembly take to prepare for and potentially encourage broader adoption of V2X uses?